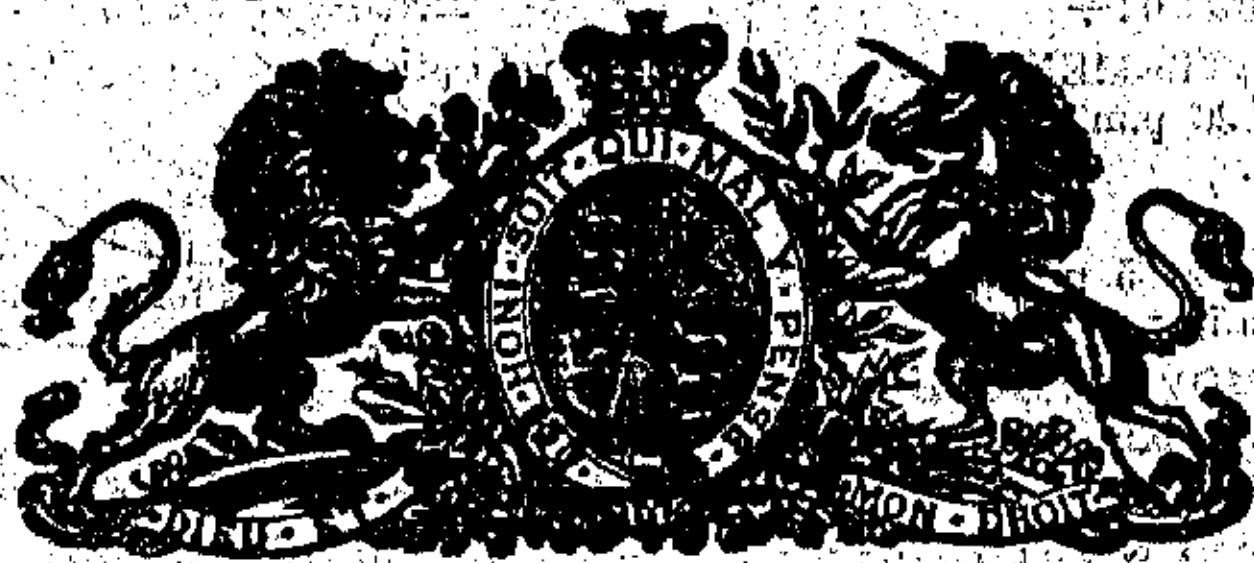


# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIV, No. 4532.

號十月正年八十七百八千一英

HONGKONG, THURSDAY, JANUARY 10, 1878.

日八初月二十年丑丁

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. A. GARR, 8, Clement's Lane, Lombard Street. GEORGE STURTEVANT, 30, Cornhill. GORDON & GOTH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street. PARIS AND EUROPE.—LEON DE ROSNY, 19, Rue Monsieur, Paris. NEW YORK.—ANDREW WIND, 133, Nassau Street. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTH, Melbourne and Sydney. SAN FRANCISCO and American Ports generally.—BENT & BLACK, San Francisco. SINGAPORE AND STRAITS.—SAYLE & Co., Square, Singapore. C. HEINZE & Co., Manila. CHINA.—SWATOW, CAMERON & Co., Amoy. WILSON, NICOLLE & Co., Penang. HENDER & Co., Shanghai. LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

## Bank.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 600,000 Dollars.

COURT OF DIRECTORS.  
Chairman.—H. HOPKINS, Esq.  
Deputy Chairman.—F. D. SASSOON, Esq.  
E. H. BELLIOS, Esq. WILHELM REINERS, Esq.  
H. H. FORBES, Esq. Ed. TOBIN, Esq.  
Hon. W. KESWICK. A. MOLYNEUX, Esq.

CHIEF MANAGER.  
Hongkong, THOMAS JACKSON, Esq.  
MANAGER.  
Shanghai, EDWIN CAMERON, Esq.  
LONDON BANKERS.—London and Country Bank.

### HONGKONG.

ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 3 " " "  
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.  
T. JACKSON, Chief Manager.  
Offices of the Corporation, No. 1, Queen's Road East, Hongkong, August 16, 1877.

## To Let.

AN OFFICE TO LET.  
Apply to LANDSTEIN & Co.  
Hongkong, September 15, 1877.

## TO LET.

NOS. 4, and 5, PROHUI TERRACE, ELGIN STREET.  
Apply to LANE, CRAWFORD & Co.  
Hongkong, July 30, 1877.

## TO LET.

HOUSE No. 9, Queen's Road Central, with Godowns attached.  
House Nos. 2 and 8, Peddar's Hill.  
"Blancie Villa," Pok-fo-lum, Furnished.  
DAVID SASSOON, SONS & Co.  
Hongkong, January 4, 1878.

## TO LET.

THE Dwelling House and Offices No. 1, Agular Street, lately in the occupation of Messrs DOUGLAS LAPRAIK & Co.  
Three Offices, in Club Chambers.  
The Dwelling House No. 1, Alexandra Terrace.  
Apply to DOUGLAS LAPRAIK & Co.  
Hongkong, January 9, 1878.

## Notices of Firms.

NOTICE.  
I HAVE This Day established myself at this Port as a MERCHANT and COMMISSION AGENT, under the Style or Firm of GEO. R. STEVENS & Co., who will henceforward conduct the Agency of the AUSTRALIAN STEAM NAVIGATION COMPANY.  
G. R. STEVENS.  
Hongkong, December 29, 1877.

NOTICE.  
I HAVE This Day Established myself at this Port as a GENERAL COMMISSION AGENT.  
J. Y. VERNON SHAW.  
Hongkong, November 1, 1877. my1

## NOTICE.

I HAVE This Day Established myself at this Port, under the Style or Firm, WEST POINT IRON WORKS, ENGINEERS and BOILERMAKERS, by WILLIAM DU. BY & Co., Late Manager of the NOVELTY IRON WORKS, Hongkong.  
WM. DUNPHY.  
Hongkong, December 19, 1877. ja19

## Notices of Firms.

NOTICE.  
MR. HORATIO GAY JAMES was admitted a Partner in our Firm on the 1st January, 1878.  
GEO. R. STEVENS & Co.  
Hongkong, January 5, 1878.

NOTICE.  
THE Business hitherto conducted in my name will from This Date be Carried on under the Style of GROSSMANN & Co., Mr. G. A. GROSSMANN having become a Partner therein.  
C. F. GROSSMANN.  
Hongkong, January 1, 1878. fe2

NOTICE.  
MR. BERNHARD SCHMAOKER is authorized to Sign our Firm by procuration.  
CARLOWITZ & Co.  
Canton, Hongkong, Shanghai, January 1, 1878. fe2

NOTICE.  
MR. H. F. MEYERINK has been admitted a Partner in our Firm from This Date.  
MEYER & Co.  
Hoi Kong, January 1, 1878. ap2

NOTICE.  
THE Interest and Responsibility of Mr. JOSEPH PERROTT BARNES in our Firm in China CEASES from This Date.  
HOLLIDAY, WISE & Co.  
Hongkong, December 31, 1877. ja81

NOTICE.  
MR. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877.  
DOUGLAS LAPRAIK & Co.  
Hongkong, September 22, 1877.

## Entertainments.

### IN AID OF THE FAMINE IN NORTH CHINA.

### HONGKONG CHORAL SOCIETY.

THE FIRST CONCERT of the Season will take place  
**THIS EVENING,**  
the 10th Instant,  
and the Proceeds will be devoted to the Relief of the Sufferers by FAMINE in the NORTH OF CHINA.

### PROGRAMME:

PART I.  
Overture, Pianoforte, arranged for 8 hands, "Don Giovanni," Mozart.  
Part Song, "The Red, Red, Rose,"..... Hatton.  
Duet, for two Tenors, "Lorbeer und Rose,"..... A. E. Grell.  
Solo, Pianoforte, "Fantaisie Impromptu," in G Sharp Minor, (Op. 66),..... Chopin.  
By a Gentleman Amateur.  
Solo and Chorus, "Inflammatus, from Stabat Mater,"..... Rossini.  
PART II.  
Part Song, "Rise, Sleep no more,"..... Benedict.  
Solo, Pianoforte, "Andante and Rondo Capriccioso," in B (Op. 14),..... Mendelssohn.  
By a Gentleman Amateur.  
Solo and Chorus, "Blow Gentle Gales,"..... Bishop.  
Chorus, "March of the Men of Harlech,".....  
To Commence at 9 o'clock.  
A Plan of the Hall can be seen at Messrs LANE, CRAWFORD & Co.'s, where Tickets (Price \$2 each) can be taken and Seats secured.  
Hongkong, January 10, 1878. ja11

### AMATEUR DRAMATIC CLUB OF HONGKONG.

THE MEMBERS of the above CLUB will give a Performance at the THEATRE ROYAL, CITY HALL, on

### SATURDAY,

January 12th, 1878.

When will be presented a Comedy ENTITLED

"NINE POINTS OF THE LAW,"

to be followed by a farce by CH. SNEY, Esq., ENTITLED

"Boots at the Swan."

Tickets may be had at Messrs LANE, CRAWFORD & Co.'s on and after Wednesday, January 2nd.

Doors Open at 8.30. Performance to Commence at 9 o'clock.

CHAS. C. COHEN, Hon. Secretary.

Hongkong, December 31, 1877. ja13

## NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITEL, Ph.D., Tubingen.

Price: Two Dollars and a Half.  
To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

## For Sale.

EXTRA FINEST ISIGNY BUTTER, 1 lb. and 2 lb. Tins. Packed specially for LANE, CRAWFORD & Co.

Choice French JAMS, LANE, CRAWFORD & Co., Special Agents.

VAN HOBOKEN'S AVH GIN, LANE, CRAWFORD & Co., Special Agents.

BASS' ALE and GUINNESS'S STOUT, Bottled by FOSTER, LANE, CRAWFORD & Co., Special Agents.

TUBORG'S DANISH BEER, LANE, CRAWFORD & Co., Special Agents.

CURCUT and ADER'S CLARETS, LANE, CRAWFORD & Co., Special Agents.

BULLOCK LADE'S Scotch WHISKY, specially blended, For LANE, CRAWFORD & Co.

Very Fine OLD RYE WHISKY, Bottled by LANE, CRAWFORD & Co.

SACCONE'S Perfectly Pure SHERRIES, Bottled by LANE, CRAWFORD & Co.

Choicest Pure PORT, direct from Oporto, Bottled by LANE, CRAWFORD & Co.

CUMSHAW MIXTURE, the finest Mixture of new Foochow Tea, Prepared specially for LANE, CRAWFORD & Co.

CHUBB'S SAFES, LOCKS, and BOXES, LANE, CRAWFORD & Co., Special Agents.

LETT'S DIARIES for 1878, LANE, CRAWFORD & Co., Agents.

SILBER LAMPS, LANE, CRAWFORD & Co., Agents.

BAXTER'S CANVAS, LANE, CRAWFORD & Co., Agents.

Hongkong, December 28, 1877.

### LAMBERT, ATKINSON & CO. HAVE FOR SALE.

A LARGE ASSORTMENT OF AMERICAN COOKING & PARLOUR STOVES.

TENDERS and FIRE IRONS.

Superior California LAMBSWOOL BLANKETS.

FAIRBANK'S SCALES, from 400 lb. to 2,500 lb.

BRUSSELS and TAPESTRY CARPETS, various patterns.

VELVET and TAPESTRY SOFA CARPETS and RUGS.

DOOR MATS.

General and Pin-fire CARTRIDGE CASES.

Gun-WADS, PERCUSSION CAPS.

STATIONERY, of every description. BOOKS.

WORKS OF REFERENCE.

NOVELS. SCHOOL BOOKS.

SHEET MUSIC and SONGS.

French APPLES, and LEMONS.

SALMON BELLES, in 1's.

MACKEREL, TONGUES & SOUNDS.

Family PIG PORK, and Prime Mess BEEF, in Kegs 25 lb. each.

CAVIARE, SARDELLLES, and Spiced ANCHOVIES.

Prime American BACON and HAMS.

Cut-up JAMS and JELLIES Assorted.

GRAHAM FLOUR, CORN MEAL, RYE MEAL, &c., &c.

Canned Dessert FRUITS.

Compressed CORNED BEEF, and BEEF TONGUES.

HICKLED SALMON, in Quantities to suit Purchasers.

CROUSE & BLACKWELL'S OILMAN'S STORES, of every kind; Fresh Supplies received by every Steamer.

CLARET in Cask, (BANDOL), Superior Quality.

BAROLAY PERKINS'S PORTER, in Hogsheads and K's.

GUINNESS'S STOUT, Bottled by E. & J. BURKE, in Pints and Quarts.

BASS' PALE ALE, Bottled by CAMERON and SAUNDERS, in Pints and Quarts.

&c., &c., &c.

Hongkong, January 3, 1878.

## C.O.A.L.

BEST QUALITY CARDIFF STEAM COAL for Sale, ex Godown.

Apply to BATTLES & Co.

Hongkong, December 3, 1877.

### DEVOS'S BRILLIANT OIL.

RELIABLE, ECONOMICAL, SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our package. Suits at law have been instituted against the MAKERS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVOS'S BRILLIANT" are stencilled on the cases, and the words "DEVOS & CO. PATENTS" are stamped on the top of the can.

THE DEVOS MANUFACTURING Co., 80 Beaver and 127 Pearl Streets, NEW YORK, U. S. A.

ja11

## Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-third Ordinary Half-yearly MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 50 A, Queen's Road, on FRIDAY, the 25th January Instant, at 3 o'clock in the Afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend; and electing a Director and Auditors.

By Order of the Board of Directors, P. A. DA COSTA, Secretary.

Hongkong, January 2, 1878. ja25

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE.

THE Transfer BOOKS of the Company will be CLOSED from the 12th to the 25th day of January Instant, both days inclusive.

By Order of the Board of Directors, P. A. DA COSTA, Secretary.

Hongkong, January 2, 1878. ja25

HONGKONG HOTEL COMPANY, LIMITED.

THE Ordinary Half-yearly MEETING of SHAREHOLDERS will be held at the Hotel on FRIDAY, the 25th January Instant, at 4 o'clock in the Afternoon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts.

By Order of the Board of Directors, LOUIS HAUSCHILD, Secretary.

Hongkong, January 4, 1878. ja25

HONGKONG HOTEL COMPANY, LIMITED.

THE Transfer BOOKS of the Company will be CLOSED from the 12th to the 25th day of January Instant, both days inclusive.

By Order of the Board of Directors, LOUIS HAUSCHILD, Secretary.

Hongkong, January 4, 1878. ja25

THE HONGKONG HOTEL.

TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five-yearly lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in on or before the 31st March, 1878, to the Secretary of the HONGKONG HOTEL COMPANY, LIMITED, who will supply any information required.

By Order of the Directors, LOUIS HAUSCHILD, Secretary.

Hongkong, September 18, 1877. ap1

## NOTICE.

D. R. STOUT expects to Leave the Colony PERMANENTLY about the 20th of January, 1878.

Hongkong, December 22, 1877.

## DENTAL NOTICE.

D. R. ROGERS begs to say that he has RETURNED, and is now ready to receive Patients.

Hongkong, November 29, 1877.

## Intimations.

G. FALCONER & Co., WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

46, Queen's Road Central, Hongkong, August 20, 1877. fe20

AH YON, SHIPS' COMPADORE AND STEVEDORE, No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice. Hongkong, May 1, 1876.

THE BANKRUPTCY ACT, 1869.

IN H. M. PROVINCIAL COURT AT AMOY.

In the matter of proceedings for Liquidation by arrangement or composition with Creditors instituted by JOHN DODD and CRAWFORD DAVISON KERR, trading under the Style of DODD & Co., at Amoy and Tamsui.

NOTICE is hereby given that the Second MEETING of CREDITORS of the above-named Persons has been summoned to be held at Messrs DODD & Co.'s Offices, Amoy, on the 12th day of January, 1878, at 2 o'clock in the Afternoon precisely.

Dated this 5th day of December, 1877. JOHN DODD, CRAWFORD D. KERR, by his Attorney, J. DODD.

## Shipping.

### Steamers.

PERU & CHINA MAIL STEAMSHIP COMPANY.

FOR HONOLULU & CALLAO. STEAMSHIP "PERUSIA," Captain J. McKIBBY.

WILL be despatched for CALLAO via HONOLULU, on FRIDAY, the 11th Instant, at Noon.

For Freight or Passage, apply to OLYPHANT & Co., General Agents.

Hongkong, January 7, 1878. ja11

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TAJAN," Comdt. LA MARELLE, will be despatched for YOKOHAMA on FRIDAY, the 11th Instant, at Noon.

H. DU POUY, Agent.

Hongkong, January 9, 1878. ja12

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "SINDE," Comdt. BAUNER, will be despatched for SHANGHAI on SATURDAY, the 12th Instant, at 6 a.m.

H. DU POUY, Agent.

Hongkong, January 9, 1878. ja12

## FOR MANILA.

The Steamship "LIATAN," Capt. ENRIQUETA, will be despatched for the above Port on SATURDAY, the 12th Instant, at Noon.

For Freight or Passage, apply to J. Y. V. SHAW, Agent.

Hongkong, January 5, 1878. ja12

## FOR SINGAPORE, PENANG AND CALOUTTA.

The Steamship "VENICE," P. L. RHODE, Commander, will be despatched as above on TUESDAY, the 15th Instant, at 3 o'clock p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, January 8, 1878. ja15

## FOR SINGAPORE, PENANG AND CALOUTTA.

The Steamship "HINDOSTAN," Captain T. B. GARDNER, will leave this for the above Ports on TUESDAY, the 15th Instant, at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, January 8, 1878. ja15

## Shipping.

### Steamers.

FOR SWATOW, AMOY & FOOSHOW. The Steamship "DOUGLAS," Captain G. D. PIMAN, will be despatched for the above Ports on SUNDAY, the 13th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, January 8, 1878. ja13

### Sailing Vessels.

FOR BANGKOK. The Steamship "THOON KRAMON," VOORHOUT, Master, will be despatched for the above Port on SATURDAY, the 12th Instant, at 4 p.m.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, January 7, 1878. ja12

FOR HAMBURG (DIRECT). The 41 German Bark "JURGEN," WENDT, Master, will load here and meet with quick despatch as above.

For Freight, apply to SIEMSEN & Co.

Hongkong, December 25, 1877.

FOR DUNEDIN (N. Z.). The 41 German Bark "MARIE," Capt. BURMEISTER, will load here for the above Port, and have a quick despatch.

For Freight or Passage, apply to ROZARIO & Co.

Hongkong, November 14, 1877.

FOR HAMBURG. The 41 German Bark "GOLDEN BUSHNETT," RICHARDSON, Master, will have quick despatch as above.

For Freight, apply to W. PUSTAU & Co., Agents.

Hongkong, November 23, 1877.

FOR LONDON. The 100 41 British Ship "BROOMHALL," H. BATE, Master, will load here and have quick despatch.

For Freight, apply to MEYER & Co.

Hongkong, January 7, 1878.

FOR NAGASAKI. The 41 American Barkentine "ANNIE S. HALL," NELSON, Master, will load for the above Port, and will have immediate despatch.



## Intimations.

**W. BALL,**  
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,  
DRUGGISTS' SUPPLIES, TOILET  
REQUISITES, PATENT MEDICINES  
AND PERFUMES.

Prescriptions Dispensed with Carefulness,  
and Prompt Attention.

PRATA WEST, HONGKONG,  
Near the Canton Steamer's Wharf,  
Hongkong, July 13, 1876.

## NOTICE.

**A. MILLAR & Co.,**  
PLUMBERS, AND GAS FITTERS,  
Queen's Road East,  
HONGKONG.  
September 15, 1877.

**AFONG,**  
PHOTOGRAPHER,  
by appointment, to  
**H. R. SIR ARTHUR KENNEDY,**  
GOVERNOR OF HONGKONG;  
and to  
**H. I. H. THE GRAND DUKE ALEXIS**  
OF RUSSIA,  
Wyndham Street, formerly ATHLETIC CLUB.

**HAS** on hand the Largest and Best  
collection of Views of China, Photo-  
graphs, Albums, Frames, Cases, &c., of  
assorted sizes. Ex. S. S. Tyne, Revolving  
Standard Albums, Armorial Monograms  
and Postage Stamp Albums, Russia Leather,  
Velvet and carved-wood Albums, Cases and  
Frames, also Albums for Cabinet Portraits  
only. Portraits of the Generals of the present  
Russo-Turkish War, Eminent British  
Statesmen, the two Chinese Ambassadors,  
in Cabinet and Carte de Visite sizes.  
Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

## WASHING BOOKS.

(In English and Chinese.)

**WASHERMAN'S BOOKS**, for the use  
of Ladies and Gentlemen, are now  
ready at this Office—Price, \$1 each.  
CHINA MAIL OFFICE.

## Notices to Consignees.

**COMPAGNIE DES MESSAGERIES**  
MARITIMES.

S. S. SINDH.

## NOTICE.

CONSIGNEES of Cargo per S. S.  
*India*, from London, in connection  
with the above steamer, are hereby in-  
formed that their Goods are being landed  
and stored at their risk at the Company's  
Godowns, whence delivery may be obtained  
immediately after landing.  
Optional Cargo will be forwarded on,  
unless intimation is received from the Con-  
signees, before To-morrow, the 10th Inst.,  
at Noon, requesting it to be landed here.  
Bills of Lading will be countersigned by  
the Undersigned.  
Goods remaining unclaimed after Wed-  
nesday, the 10th January, 1878, at Noon,  
will be subject to rent and landing charges.  
No Fire Insurance has been effected.

H. DU POUEY,  
Agent.

Hongkong, January 9, 1878. ja16

CONSIGNEES of Cargo per Norwegian  
Bark *VEGA*, NORDBYTT, Master,  
from HAMBURG, are requested to take  
immediate delivery of their Goods from  
alongside the Vessel.  
Cargo impeding the discharge will be  
landed and stored at Consignees' risk and  
expense.  
Bills of Lading will be countersigned by  
Wm. PUSTAU & Co.,  
Agents.

Hongkong, January 8, 1878.

**BRITISH BARK FALCON, FROM**  
LONDON.

CONSIGNEES of Cargo by the above  
Vessel are hereby requested to send  
in their Bills of Lading to the Under-  
signed for countersignature, and to take im-  
mediate delivery of their Goods.  
Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.

ARNHOLD, KARBURG & Co.,  
Agents.

Hongkong, December 24, 1877.

## To-day's Advertisements.

**FOR AMOY, TAMSUI & TAIWANFOO.**

The Steamship

"HAILONG,"

Captain J. C. Abbott, will

be despatched for the above

Ports on MONDAY, the 14th Instant, at

Noon.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.,

Hongkong, January 10, 1878. ja14

**FOR SINGAPORE AND PENANG.**

The Steamship

"NELSON,"

Captain STANLEY, will be de-

spatched as above on SATUR-

DAY, the 14th Instant, at 2 o'clock p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

Hongkong, January 10, 1878. ja15

**FOR YOKOHAMA & HIOGO.**

The Steamship

"GALLEY OF LORNE,"

expected from SINGAPORE, will

have immediate despatch as

above.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

Hongkong, January 10, 1878.

## To-day's Advertisements.

**FOR SHANGHAI.**

The German Steamship

"GALATHEA,"

Böhm, Master, will be de-

spatched as above on SATUR-

DAY Next, the 12th Instant, at 5 p.m.

For Freight or Passage, apply to

Wm. PUSTAU & Co.,

Agents.

Hongkong, January 10, 1878. ja13

**GERMAN STEAMER GALATHEA.**

Böhm, Master, FROM HAMBURG,

PENANG AND SINGAPORE.

CONSIGNEES of Cargo by the above

Steamer are hereby informed, that

their Goods are being landed and stored at

their risk in the Godowns of the Under-

signed, from whence delivery may be ob-

tained.

Consignees wishing to take delivery of

their Goods from the Boats alongside the

Wharf are at liberty to do so.

Goods remaining in store after the 17th

Instant will be subject to rent.

No Fire Insurance has been effected.

Optional Cargo will be forwarded unless

written notice to the contrary is given

until To-morrow, the 11th Inst., at 11 a.m.

Bills of Lading will be countersigned by

Wm. PUSTAU & Co.,

Agents.

Hongkong, January 10, 1878. ja17

**Not Responsible for Debts.**

Neither the Captain, the Agents, nor

Owners will be Responsible for any

Debt contracted by the Officers or Crew

of the following Vessels, during their stay

in Hongkong Harbour:—

FORMOSA, German 8-m. schooner, Capt.

Schweizer.—Melchers & Co.

ASINIE S. HALL, American barque, Capt.

Chas. H. Nelson.—Captain.

BIRKER, British ship, Captain W. Rey-

nolds.—Order.

GLENFADIN, British barque, Capt. Lang-

Chinese.

VESTA, German barque, Capt. R. Dirks.

Melchers & Co.

R. O. FISCHERS, German ship, Captain

R. O. Schell.—Wm. Pustau & Co.

PHAROS, British barque, Captain H. D.

W. Schul.—Wieler & Co.

EMMA, German barque, Captain H. J.

Gran.—Wm. Pustau & Co.

ADELINA & MARLANNE, German barque,

Captain C. N. Dahl.—Wm. Pustau & Co.

WANDER, British barque, Capt. William

Baummann.—Wieler & Co.

Shipping.

ARRIVALS.

Jan. 10, Chop chung, Chinese gunboat,

from Canton.

Jan. 10, Chen-jui, Chinese gunboat, from

Canton.

Jan. 10, Galathea, German steamer, 1287,

R. Böhm, Hamburg Nov. 18, Port Said

Dec. 5, Suez 8, Penang 30, and Singapore

Jan. 3, General.—Wm. Pustau & Co.

Jan. 10, Emmy, Spanish steamer, 202, F.

Blanco, Amoy Jan. 2, General.—Ramirez

& Co.

DEPARTURES.

Jan. 9, H.M.S. *Egeria*, for a cruise.

9, *Villa de Hivadavia*, for Manila.

10, *Norna*, for Swatow.

10, *Francisco Sierac*, for Manila.

10, *Dale*, for Hothow and Halphong.

10, *Zamboanga*, for Swatow & Amoy.

10, *Nautilus*, Ger. g.b., for Swatow.

10, *Morro Castle*, for New York.

10, *Bua Pan*, for Bangkok.

10, *Iraquaddy*, for Marseilles, &c.

10, *Chen-jui*, Chl. g.b., for a cruise.

OLEARED.

*Bianca Perico*, for Tournon.

*Carmelita* & *Ida*, for Batavia.

PASSENGERS.

ARRIVED.

Per *Galathea*, from Hamburg, &c., Messrs

P. Oesau, H. Schluter, T. Puhl, and M.

Woods.

Per *Emmy*, from Amoy, 166 Chinese.

DEPARTED.

Per *Iraquaddy*, for Saigon, Mr and Mrs

Mitchell, child, 1 amah and servant, Count

de Kergaradec, Wm. Douglas, 5 Sisters, and

3 Chinese; for Singapore, Messrs Bertho,

del Aguilu, and 1 Chinese; for Marseilles,

Mr Kenwick, 2 children, and 1 maid ser-

vant, Messrs Mongan, Blanco and servant,

H. Stevens, Mitchell, Middleton, and 1

Chinese.—From Shanghai: for Suez, Messrs

Wat and Rohrer; for Marseilles, Messrs

Van der Pot, Blain, Pedro Lantino, C.

Board and Slim, and 11 Seamen.—From

Yokohama: for Marseilles, Messrs F.

Scheidt, A. Greenen, Oshima, Dagron,

White, and F. Vannes.

Per *Norna*, for Swatow, 800 Chinese.

Per *Dale*, for Hothow, 30 Chinese.

Per *Bua Pan*, for Bangkok, 18 Chinese.

TO DEPART.

Per *Carmelita* & *Ida*, for Batavia, 20

Chinese.

SHIPPING REPORTS.

The German steamer *Galathea* reports:

Left Hamburg Nov. 18th. Had heavy

gales in the Bay of Biscay from S.W. to

N.W. Arrived Port Said Dec. 5th. Left

Suez Dec. 8th, light head winds through

the Red Sea, and fresh Easterly winds in

the Indian Ocean, rising to a gale after

having passed Minicoy Island. Arrived

Penang on 29th Dec., and left on the 30th.

Arrived at Singapore on the 1st January,

and left on the 6th. Fine weather in the

China Sea, wind from N.E. to North, strong

breeze with rain and fog from Lat. 18 to

Hongkong.

## POST OFFICE NOTIFICATIONS.

**MAILS will close:—**

For STRAITS SETTLEMENTS.—

Per *Nelson*, at 1.30 p.m., on Saturday,

the 12th Inst.

For SAIGON.—

Per *Tindem Abbey*, at 5 p.m., on Satur-

day, the 12th Inst.

For SWATOW, AMOY & FOCHOOW.—

Per *Douglas*, at 5 p.m., on Saturday,

the 12th Inst.

For AMOY, TAMSUI & TAIWAN.—

Per *Hailong*, at 11.30 a.m., on Monday,

the 14th Inst.

For STRAITS SETTLEMENTS AND

CALCUTTA.—

Per *Venice* and *Hindustan*, at 2.30 p.m.,

on Tuesday, the 15th Inst.

**MAILS BY THE ENGLISH PACKET.—**

The English Contract Packet *GEELONG*

will be despatched with the Mails for

Europe, &c., on THURSDAY, the

17th Instant.

The following will be the hours of closing

the Mails, &c.:—

Wednesday, 16th Instant.—

5 p.m., Money Order Office closes.

5 p.m., Post Office closes except the Night

Box, which remains open all night.

Thursday, 17th Instant.—

7 a.m., Post Office opens for sale of

Stamps, Registry of Letters, and

Posting of all correspondence.

10 a.m., Post Office closes except for Late

Letters, Registry of Letters ceases.

10.15 a.m., Letters may be posted with

Postage till

11 a.m., when the Post Office Closes

entirely.

11.30 a.m., Letters (but Letters only)

addressed to the United Kingdom

via Brindisi, or to Singapore, may

be posted on board the Packet with

Late Fee of 48 cents extra postage,

till

11.50 a.m., when the Mail is finally

closed.

Hongkong, January 7, 1878. ja17

**MAILS BY THE FRENCH PACKET.—**

The French Contract Packet *TIGRE* will

be despatched from Hongkong on

THURSDAY, the 24th Inst. with

Mails to and through the United

Kingdom and Europe, via Mar-

seille, to Saigon, Singapore, Bata-

via, Galle, Australia, New Zea-

land, Tasmania, Fiji, Aden, Sey-

chelles, Réunion, Mauritius, Suez,

and Alexandria. This is the best

opportunity for forwarding Corre-

spondence to E. Africa, the Cape,

St



the defendant was fined \$25 or in default two months' hard labour; he went to goal.

#### DRUNK.

George Groves, a seaman unemployed, was charged with being drunk and assaulting a chair-coolie. It appears the defendant engaged a chair at Queen's Road Central, and when near Gap Street, he jumped out of the chair, and the chair-coolie told him that if he did not want the chair, he had better pay him and let him go. The defendant thereupon struck the chair-coolie, making his nose bleed, and was given into custody. Inspector Mackie said that the defendant was certainly under the influence of liquor, but he knew well what he was about. On the evening of the 5th, the defendant had behaved in a very insolent manner to the Inspector. Fined \$5 and to pay 25 cents amends or go to goal for 24 days.

#### LARCENY.

Cheung Ahn, a grass cutter, was sent to 21 days' hard labour for stealing a bed quilt from a fisherman at Stanley.

### SUPREME COURT.

#### IN CRIMINAL SESSIONS.

(Before His Honor Mr Justice Snowdon, with a Special Jury.)  
Jan. 10, 1878.

#### A SPECIAL SESSION.

THE "YESSO" EXPLOSION CASE.  
Theodore Bernard, Chief Engineer, and Thomas King, the 3rd Engineer, of the British steamer Yesso were arraigned on two counts of manslaughter in causing the death of one Tsang A-sam and one Mahomed Esop, on the 22nd November last by the explosion of the starboard boiler of the steamer.

The Attorney General, the Hon. G. Phillips, instructed by the Crown Solicitor, Mr Sharp, appeared for the prosecution. Mr Haylar, a. c., instructed by Mr Brereton, appeared for the first prisoner, and

Mr Francis, instructed by Mr Denny, appeared for the second prisoner.

The following special jury was empanelled: Messrs E. B. Gibb, Thos. Kim, W. Wilson, A. G. McG. Heaton, J. H. Remond, W. K. Landstein, and D. R. Hutcheson.

On his name being called, Mr Gibb observed that he had been appointed a member of the Legislative Council in place of Mr Kewrick, who would be going away. He had, however, only the letter from the Government, but he thought he might be excused to serve, but that if his Lordship thought he should, he would take his seat, and he merely took the objection on principle.

His Lordship referred to the Ordinance and ruled that Mr Gibb was liable to serve. The Court did not possess more than the letter of the Government as to Mr Gibb's appointment and he ought to have taken the objection when the notice was served on him.

Mr Gibb then took his seat.  
Mr Haylar said that, as the trial was likely to be a long one, he would ask that the prisoners might have the usual indulgence of a seat.

His Lordship: Certainly.

The prisoners were then provided with seats.

The Attorney General said the prisoners at the bar were, as they, the jury, were no doubt aware, the Chief and 3rd Engineers of the steamer Yesso. They were charged with the manslaughter of two persons who had been selected from among the victims by the disaster on board that vessel, namely, one who had died on board the Yesso from the injuries he had received, and the other who had died in the hospital. As they were aware, the Yesso had just arrived at the wharf from one of her usual trips when a sound was heard, followed by a great rush of steam, and it was subsequently discovered that one of the boilers had burst. A large number of persons were killed and wounded by the accident. He had no wish to harrow their feelings by giving a description of the accident. That was not the object of that enquiry; the sole object of that investigation being to find out whether the prisoners at the bar were to blame for the accident in such a measure as to justify their finding them guilty of manslaughter. There was a model of the boiler in Court, and they saw that it was cylindrical in shape, with flat ends, which required more support than round ones. They were supported by gusset stays inserted in the boiler, and upon examination, after the accident, it was found that these stays were in bad order, some of them having been bent, and they saw that it was also found that the safety valve was weighted far more heavily than it should have been considering the age and state of the boiler. The question was whether anybody was criminally responsible for this state of things, and, if so, whom. Now the prisoners were indicted for manslaughter—with feloniously killing and slaying the parties whose names were in the information. Manslaughter was defined to be the unlawful and felonious killing of another without any malice expressed or implied. The duties of engineers were, as they all knew, to take charge of the engines, boilers and machinery. It was their duty to see that these engines, boilers and machinery were kept in proper order. A person who takes a responsible position, having to do with steam, which although a very good servant when kept in its place, was a very dangerous master, when it had once escaped all control, as a person undertaking duties of this kind, like any other person undertaking to perform responsible duties, is supposed to bring to the performance of his duties a reasonable amount of skill—just in the same way as a man who holds himself up to be a Doctor and a member of the College of Surgeons, or a physician, or anything of that sort, is supposed to have a reasonable knowledge of his profession; and if through gross ignorance he causes the death of any person, he is liable to be tried and convicted of manslaughter, because he had undertaken to bring a reasonable amount of skill to bear upon the performance of a person accepting the position of an engineer to give a reasonable amount of attention to his duties in addition to that reasonable amount of skill; and reasonable attention to his duties could not, in the condition in which these boilers and safety valve were, have been given by the engineers collectively on board the Yesso. The 3rd Engineer, had, as they were doubtless aware, died from the injuries received on the occasion, and he could not therefore be brought before them. The Chief and 3rd Engineers, however, were brought before them as the responsible parties in the matter, and it was for them to say, upon the evidence which would be adduced before them, whether they con-

ceded either or both of them had so culpably neglected their duty as to make them answerable for this accident. Now, it was not necessary for the prosecution to prove that either of the prisoners was aware of the consequences that were likely to ensue. If they were aware of the consequences that were likely to ensue, and knowing them, neglected to have the boilers put in proper order or the weight on the safety valve lowered to a point at which it was safe to carry steam; if they had known that the probability was there would be an explosion, and still persisted in permitting the boilers and safety valve to remain as they were, it would have been his duty to have charged them, not with manslaughter, but the more serious crime of murder. But in this case they did not go to that extent; all they charged them with was this culpable neglect of duty which opened against them the charge of manslaughter. He was sure that nobody probably in the whole community was more distressed at the results of this accident than the two prisoners. Anybody with right feelings could not help feeling distressed over an accident of this nature, and he had no reason to believe that this was not so with the two prisoners before them. But that was not the question. The question was whether the omission or neglect of their duty under these circumstances amounted to manslaughter. Lord Campbell said in one case: "I am firmly of opinion that a man may, by neglect of duty, render himself liable to be convicted of manslaughter, or even of murder," and this opinion was supported by Lord Denman. They would of course take the law upon the subject from His Lordship. The evidence would be produced before them to satisfy them as to the facts of the case. The Captain of the steamer would be called, and other evidence would be adduced, to detail to them as precisely as possible what actually took place on the occasion, and they would have professional witnesses, and men of some skill and experience, in regard to boilers and machinery and boilers generally, who would detail to them what they had ascertained from details of the examinations they had made. He would also tender, in order that they may be placed before them, the statements made by the Chief and 3rd Engineers at the Coroner's inquest. It was unnecessary for him to refer to them then, because they might or might not be placed in evidence before them, but he desired, where possible, to place the whole of the evidence before them in order that they might come to their conclusion upon the facts. He had only to say, what their good sense would have already informed them, that it was their duty to come to the consideration of this matter entirely unbiased in any way, either for the Crown or in favour of the prisoners. They would, he was sure, take this subject into consideration with the same impartial and judicial spirit, without fear, favour or affection. The question was one which was of great importance, both as regards the public generally, and as regards the two individuals in the dock specially. It was a question really as to how far they considered the responsibility of persons in their position extended; it was for them to consider whether or not that responsibility had been in any way avoided or neglected by the prisoners, and it was a question between themselves and the public generally. He was sure that as regards both they would take the matter into their serious consideration, seeking only to do their duty in the case. They must of course dismiss from their mind all preconceived ideas they might have had, and judge solely upon the evidence adduced before them. No one could help feeling sorry to see those gentlemen in the position in which they were placed, but they must not allow their feelings of sorrow, on the one side, for those in the dock, or feelings towards those who were killed, to influence them in any way in the matter. The question for their consideration was solely this—whether they considered the parties in the dock had neglected their duties in such a manner as to render them responsible for the accident that had occurred.

Mr Francis said that before the evidence was gone into he wished to call His Lordship's attention to the form of the information. Before the Attorney General opened the case, the information was no doubt good on the face of it, but now they had his learned friend's statement before them it appeared that the offence charged arose out of an omission of some duty, and he submitted to His Lordship that in an information for manslaughter upon such grounds the particular duty which the 2nd prisoner, whom he represented, was charged with omitting ought to be set out. Without this being set out the information was insufficient.

His Lordship said that such an objection ought to have been taken before the jury were sworn.

Mr Francis said he submitted, not for now for the first time they were informed of the nature of the charge to be made. Before the statement of the Attorney General the information was good upon the face of it, but now the special nature of the charge had been placed before the jury, he submitted that the information was insufficient in point of law.

His Lordship said the rule was that these objections were to be taken before the jury were sworn—all applications to quash the indictment, or proceedings of that kind.

Mr Francis said that his was an objection which under ordinary circumstances, at least under the old rules, would have been available in arrest of judgment, but there was a local ordinance which said that no objections of this nature should be taken, whether formal or substantial, unless attention had been called to them during the course of the trial, but it came within His Lordship's power to amend if he thought fit. He now called attention to this point, so that if His Lordship thought fit the information might be amended and in order to enable him to arrest judgment subsequently if he thought proper.

The Attorney General said he had considered the point before drawing the indictment, and viewing the law at home in connection with the local ordinance he did not think it necessary to state more in the indictment than he had done. In England it was not necessary for a duty to be stated, which the prisoner was charged with omitting, it was sufficient to charge the omission of manslaughter—killing and slaying, and he contended that the local ordinance, No. 2 of 1869, enabled them to follow the English practice. On consideration he did not think it necessary to insert, what would have been inserted in accordance with the old practice, namely, the particular duty which the party was charged with having omitted or neglected to perform. The particulars were required to get rid of technical difficulties, and he considered he had said

thoroughly to follow the practice in this Colony under Ordinance No. 2 of 1869.

Mr Haylar said he had intended to make a substantive application of a somewhat similar nature, namely, that the Attorney General should furnish them with particulars which they were at liberty to ask for apparently at any stage of the trial under the criminal law procedure—particulars of the special duty omitted. However, he thought that as at present the Attorney General had only the depositions, it was perhaps impossible for him to give such particulars, but he could do so when he had heard the evidence of his witnesses.

His Lordship said he had power to order such particulars to be furnished.

Mr Francis said that if His Lordship would pardon him for a moment, he desired to call attention to the local ordinance referred to by the Attorney General, No. 2 of 1869, section 5. He submitted that the wording of that section would not bear the construction placed upon it by the Attorney General. His contention was this, that they absolutely required for the conduct of that case, for the conduct of the examination of the witnesses, and to enable them to judge of the relevancy of the evidence placed before them, to know the precise duty that each of the prisoners was charged with having neglected; and he submitted to His Lordship that the law here was not on the same footing as that in England. This would be a perfectly good information in England, but here he submitted that the information was not a sufficient one on the ground that it did not allege the specific duty his client was charged with neglecting.

His Lordship said that in reference to the law he quite agreed with Mr Francis that he did not find any ordinance whatever which introduced the new form of information, similar to the one at home, still they had adopted here the practice at home generally, and he thought they ought to adopt the whole practice. If the Attorney General could furnish the particulars of the breach of duty on which he relied, he thought it might assist the judges of the prisoners. The Attorney General would, he imagined, have no objection to supply such particulars.

The Attorney General—I think I have stated them in my address to the jury, in referring to the gusset stays and safety valve. The gusset stays were out of order, and the safety valve was unduly weighted, and that could not have been without neglect of duty on the part of both the engineers.

His Lordship: Neglect of what duty? The Attorney General: The duty of inspection.

His Lordship: And reporting? The Attorney General: And reporting.

His Lordship: How could you divide the responsibility of the prisoners? The Attorney General: I say both prisoners are responsible.

His Lordship: Will not those be sufficient particulars for you? The Attorney General: I say both prisoners are responsible.

His Lordship: It is a case of omission extending over a long period, and the Attorney General can hardly be expected to fix upon any particular act.

Mr Haylar said it might be questioned whether it was the duty of the chief or 3rd engineer to make a minute inspection of boilers. They knew that ordinary reasonable caution was required, but a duty extending over a great period of time was also a duty extending over a great number of acts, and there might be during that time occasional reasonable care and skill which was inferior to that class of men; therefore it would be necessary for them, certainly before the case was concluded, to have the particulars of the omission of duty laid clearly before them. At home, for instance, the Legislature stepped in and beyond a certain point took the responsibility off the shoulders of engineers. It might be a point beyond which the ordinary skill of an engineer could not be expected to go. Therefore the question might arise: does the absence of that legislation throw upon these men greater duties than if they had been acting under such legislation? In view of these and other circumstances they wanted as full particulars as possible before them.

The Attorney General said he imagined these were questions for the jury; the point was whether the men discharged their duties in a proper manner.

His Lordship said that if necessary they would have particulars.

Mr Francis: I should like it to be understood that I wish solely to reserve my right to move hereafter in arrest of judgment. I do not ask for amendment of particulars; I merely call attention to it now for the purpose of reserving the right to arrest judgment.

The following evidence was then called:—

Capt. Samuel Ashton was then placed in the box, and stated as follows:—I am master of the steamer Yesso, have been so since 1866. Previous to this, I had been in command of steamers for 6 or 8 months; have been employed by the Government since 1855. I have an ordinary knowledge of the machinery of board steamers and of the ordinary duties of engineers on board a steamer. The Yesso is a British steamer and is registered in the name of Mr J. S. Laprak. The managers of her here are Messrs Douglas, Laprak & Co. I have been ashore for about three years, and have been engaged in bringing a vessel out. While I was ashore, I was Marine Superintendent to Messrs Douglas, Laprak & Co. The Yesso trades between the Coast ports of China. She has three deck officers and three engineers. The last boilers were put in in the early part of 1864 by the Hongkong and Whampoa Dock Company. The Chief Engineer (1st prisoner) came out with the steamer from New York in 1864; has been Chief Engineer since. He was in her when the boilers were put in; he superintended the putting in of the boilers. I mean that he did not superintend the building of them. I knew he was there when the boilers were tested before they were put on board on the premises of the Hongkong and Whampoa Dock Company at Whampoa. I was not present. Whilst the boilers were being made, the Yesso continued to run with her old boilers. The 1st prisoner was Chief Engineer then. There was no special agreement with him, nor with the 3rd Engineer. They only signed the articles. The pay of the Chief Engineer was \$200 a month with boarding and lodging; that of the 2nd was \$80; he had a special agreement; the third \$75 a month. The 2nd and 3rd had a mess allowance of \$1 a day. The duty of the Chief Engineer is to superintend the whole department, to keep the machinery and engines in proper working order. If any repairs are necessary, he will report them

if they are large repairs, but will order them himself if they are small. The engine department is entirely in the hands of the Chief Engineer. In case of large repairs, his duty is to report to me, and I to Douglas, Laprak & Co. No report has been made to me as to the state of the boilers or want of repairs to them, or any part of the machinery. No report of defect has been made to me. I am not aware that any report has been made to Douglas, Laprak & Co. Assuming the boilers to be in a defective state and the safety valve improperly weighted, I have no means of knowing these facts except through the engineers. None of the other engineers made any report whatever to me. The Chief Engineer kept no regular watch, but the 2nd and 3rd did. They kept watch alternately for six hours each. The Chief Engineer's duty was the general superintendence of the working of the engines. On the departures and arrivals of the steamer, he took charge of the working of the engine room himself. The 2nd and 3rd Engineers were responsible to the Chief Engineer. I would not interfere with them in the strict performance of their duty. The Chief Engineer appointed them their duties. I had no reason to believe that the boilers and safety valve were in improper order at the time of the accident; I supposed they were in good order. The Chief Engineer put in a report to Messrs Douglas, Laprak & Co. at the end of every voyage. The reports were given to me as Marine Superintendent; they were in the form produced. I ceased to be Marine Superintendent last July; there has been no Marine Superintendent since. There is no column in the form to state the condition of the boilers and machinery; there is only the column of "remarks." I generally asked whether the engines and machinery were in good working order, and the Chief Engineer made his replies accordingly. I had no such questions of the 1st prisoner, but he such reported anything defective to me. That was during all the time I was Marine Superintendent. The 3rd Engineer (2nd prisoner) had been on board about six months before the accident. He was engaged by the 1st prisoner with my sanction. The 2nd Engineer had been two years on board; he came out from home on a special agreement. The Yesso had come from Swatow on the voyage of the accident. She had about 170 passengers and 64 of the crew. She arrived about 7.30 a.m. on the 22nd November. Both prisoners were on board, acting in their several capacities. The steamer came alongside Messrs Douglas Laprak & Co.'s Wharf. She was made fast to the wharf. Whilst she was being made fast, a number of coolies and boatmen came on board as usual. The forward between deck was occupied by Chinese engineers; the space in the fore hold between the boiler and the fore hold. There were 40 or 50 passengers there. On this occasion there were boatmen and coolies going there to get business. As she was fastened to the wharf, I gave the usual signal that I had finished with the engines. I left the deck and went on the main deck, my duty as to the navigation of the steamer having been finished. I was speaking to some of the cabin passengers, when I heard a loud thud; an explosion had taken place. Before this, I heard a blowing off of steam, and it was about three minutes after I heard the steam being blown off, or about 5 or 6 minutes after I gave the signal of dispensing with the engines. I then heard a loud thud of a report, and a cry of alarm from those on shore. There was a general rush of people on deck towards the shore. Directly after them, came a lot of men on deck, all more or less scalded. The 2nd engineer was one of the first who came up. I did as much as I could to relieve the sufferings of these men—Dams and a number of gentlemen volunteered their services. I saw 11 or 12 men lying dead on board. The 2nd engineer died on the night after the accident. I then went to examine the place and found that the starboard boiler had exploded. The exploded plate had gone through a strong bulkhead into the fore hold about 18 feet from the boiler. In the course of the night the plate appeared to have been blown a beam and caused it to split. The beam was made of Oregon pine about 9 inches thick. The cargo was also damaged. I saw the dead bodies in the fore hold. The steam forced up the hatches of the fore hold and so got to the passengers' quarters in the fore between decks. I attribute the accident to there being too much pressure of steam in the boiler; the plate at the exploded part was not able to sustain the pressure. I observed the gusset stays at the time but did not examine them. I gave orders that nothing should be touched until it could be examined. Nothing was touched until after the survey by Mr Gibbs, and Mr Gillies, and after the report by the Coroner's jury. The gusset stays were afterwards taken off by Mr Baillie. I saw one range of the gusset stays was corroded, but Mr Robb and Mr Gillies would know more about it than I do. I knew Mahomed Esop, he was one of the crew, a sort of storekeeper. He was scalded and taken to Hospital.

Cross-examined by Mr Haylar: The engines of the Yesso were of American construction, so were the original boilers. The exploded boilers were similar to them, but there was some difference. Mr Gillies would know that difference. The old boilers had been in use for about 9 years; they had a rather extensive repair. The superheater was renewed and the bottom of the boiler. The superheater is subject to the influence of the smoke, and the boiler to water. The superheater and the bottom of the boiler gave way first in the old boilers. The stays were the same until the boilers were renewed. The stays then were in a state of general decay. They were past repair. The 1st prisoner had done the engines and machinery precisely the same as before the boilers were renewed. The boilers were made under the superintendence of Mr Brockat, the engineer of the Dock Company. Mr Brockat had a good reputation. The instructions were that the boilers should be made exactly as the old ones. I believe the gusset stays in the new boilers were not the same. It is entirely at the discretion of the Chief Engineer to examine the boilers. I cannot say whether he had gone inside them to inspect, but I knew he had not inspected them. They were not examined by any expert besides the engineers. There is no Government regulation obliging therefore the sole responsibility rests on the engineers. There exists a government inspection elsewhere. The new boilers were tested up to 40 lbs. steam. The paper produced is a return of the pressure of steam; the inaccuracies of the gauges have been allowed for. The machinery has been kept in good

order. The 1st prisoner's character as to the attention to his duties has been very good. This was the first accident the Yesso ever had. With the exception of the gusset stays, the boilers appeared to be in fair condition.

By Mr Francis: The 2nd prisoner has been seven months on board. He has always borne a good character, and so far as I have heard from the chief engineer, the assistant engineers were doing their duty properly. The chief engineer gave them all the orders of their work. If any of the engineers should complain to me in reference to their duties in the engine room, I should have referred them to the Chief Engineer, in the same way if they reported to me any defects in the engines or machinery, I should have spoken to the Chief Engineer. Assistant Engineers are not required by law to have certificates.

The Court was then adjourned till 2 p.m.

When the Court resumed, Mr A. T. Manger was examined. He is the managing partner of the firm of Messrs Douglas Laprak & Co. There were no printed or written regulations as to the duties of the officers belonging to the Company's steamers. There was no rule as to periodical examinations of the boilers other than by the engineers. The chief engineers were relied upon to do their work. If repairs were wanted, the chief engineer of a vessel would report either through the Captain or direct to the office. He was supposed always to have the boilers and machinery under his supervision, and was held responsible for any repairs that might be required. The 2nd and 3rd engineers were entirely under the control of the chief engineer and their duties were not directed from the office of the Company. No report as to the state of the steamer Yesso's boilers had ever been made to the witness, and he had nothing to lead him to suppose that they were defective. The Chief Engineer of the Yesso (the 1st prisoner) received a higher rate of pay than the chief engineer of other steamers belonging to the Company, and he was supposed to have a particular acquaintance with the class of machinery such as that on board the Yesso. If any report that repairs were necessary to the Yesso's machinery had been made, there would have been no difficulty in having them executed. The Chief Engineer (the 1st prisoner) had always borne an excellent character.

Cross-examined by Mr Haylar:—The engines had always been kept in good order. By Mr Francis:—There had been no complaint about the 2nd prisoner (the 3rd engineer). Neither the 2nd or 3rd engineer had the right to incur any expense on their own responsibility on repairs. There had been no report made to witness as to the state of the boiler, or of the other having been out of order. It was nobody's duty in particular to look at the engineer's log. It was kept on board. The reports were extracts from the log, and witness looked at them.

Mr Wm. Young Hunter, the first officer, was called and gave corroborative evidence. Tsang A-sam, the brother of the man killed, Tsang A-sam, was called to identify the deceased. Witness and he came down from Swatow to go to Singapore, and witness was the person who had had the involuntary airy flight from the hatch of the fore hold to the upper deck through the forward sky-light of the Yesso at the time of the accident.

Mahomed Price, seaman on board, was called to identify Mahomed Esop, a son of his and a seaman on board. He was one of those killed, and the only Malay on board.

Dr Ayres, Colonial Surgeon, was called to prove the admissions of the dead and wounded into the Hospitals and Mortuary.

Several witnesses, such as Dr Adams, and a Chinese doctor in the Chinese Hospital, were not examined, although their names appeared on the depositions. One seaman named Lam A-kwai was absent and read and put in the counsel for both prisoners not objecting, and the Attorney General proving the man's absence.

Mr D. Gillies was called:—I am an engineer by profession and am secretary to the Hongkong and Whampoa Dock Company. I have held situations as an engineer on board ships. I was called to make a survey of the Yesso's boilers after the explosion. Mr Robb and myself made a survey of the starboard boiler. I prepared a plan of the boiler from this survey (produced). It shows the upper plate of the forward end of the boiler was supported by eight gusset stays. Two of the stays were not present after the explosion, the two outer ones, one on each side. I found the other gusset stays considerably wasted or corroded away. I mean that part which touched and had adhered to the angled iron. I found the gusset stays of various thicknesses; the two centre ones were attached, the rest had parted away. The cohesion in the two centre ones was about 4th of an inch. The other four appeared to be separate altogether. The two centre gusset stays would have been of some little service in sustaining the boiler plate, but the other stays were not. The upper end was about 8th inch thick each; all the stays were of the same breadth but differed in length. (One of the gusset stays in Court was shown witness). The wasting away of these gusset stays is caused by chemical and mechanical action; it is caused by corrosion. It is well known that corrosion does set in. I have seen gusset stays in smaller boilers, never in such a large boiler. I have seen them in boilers of the diameter of 6 feet. In large boilers the stays are longitudinal. Without the stays, the plates are capable of resisting some pressure. When new, the plates, without the stays, could resist 20 lbs. steam; in the state they were at the time of the explosion, they could stand safely 7 or 8 lbs. I prepared a report conjointly with Mr Robb as to the state of the boilers. The corrosion, I should think, would commence, when the boilers were first used, in that particular part of the boilers. The corrosion would be visible to the eye, or open to detection by hammering of the plates. Corrosion takes the shape of scale, and comes off as the hammer strikes it. The scale is caused by the oxide of iron and chloride of lime. Every time the crust (or scale) comes off, the plate becomes thinner; sometimes the tortion and expansion of the iron would cause the crust to fall off. I have carefully examined the part blown off. I saw it on board. There was only a small portion of the gusset stays remaining in it. It corresponded with the other portion of the plate as to its state. It is very difficult to say how long the stays have remained in that state. When corrosion does set in, it proceeds more rapidly in its later ravages. The gusset stays are accessible to personal examinations. If such an examination had been made, the

defect would have been discovered by any qualified engineer or inspector. The stays might have been all sound—attached six months ago, but the corrosion would have been there then. A proper examination of the boiler could be made by hammering and boring if necessary. The defect might have been discovered six months ago or less. Any part of the boiler that has become weakened by corrosion requires greater watchfulness. The last set of boilers of the Yesso was a little over three years old. I know the use required of the Yesso's boilers, and I should think they ought to be examined carefully once in six months. The looking after the boilers should be the duty of the subordinate engineers under the superintendence of the chief engineer. When there are three engineers, it is usually allotted to the 3rd engineer the duty of looking after the boilers, the 2nd engineer the machinery.

The Attorney General asked that assuming the stays to be in the state they were, whether it was the duty of any body to have found it out.

Both Mr Haylar and Mr Francis objected that this was a question for the jury to decide.

The Attorney General submitted that this was a question of opinion from an expert.

The A. G. modified his question and asked if the boilers had been carefully examined, the state of the gusset stays could have been discovered.

Witness said they could, if the stays had been severed at the time of examination, and the examination a careful one. It is the duty of an engineer to make a careful examination. It is the duty of the chief engineer to see that a careful examination should have been made at least once in six months to detect corrosion. About the 27th Nov. I had to make another survey in conjunction with Mr Robb, and I examined the whole boiler. We did not examine the state of the safety valve. If the safety valve had been weighted to 80 lbs., it would have been by far too much for the boilers. Looking at the state of the stays and the age of the boilers, it would be only safe to have weighted the safety valve at 7 or 8 lbs. Independent of the state of the stays, i.e., supposing the stays were all sound, it would have been only safe to have weighted the safety valve at 25 lbs., having regard to the age of the boilers. It is the duty of the chief engineer to see that the safety valve is properly weighted. I have examined the steam gauges; one of them was incorrect. It indicated 2 1/2 to 3 lbs. when there was no pressure whatever. This was the one, I believe, attached to the engines. The mercurial gauges are best as test gauges, and are not much used on board English steamers. When I made the second examination on the 27th, I went into the starboard boiler. I could easily get at the gusset stays. There was room for a man to move easily on his hands and knees. There was no difficulty for any one to make an examination of the stays with the aid of a light. The starboard boiler was in a very good condition with the exception of the plate blown off and the stays. We examined the port boiler as well. It was constructed in the same manner as the starboard boiler and strengthened in the same way. I found no difficulty in examining the stays; there was difficulty in hammering them, the space between being so small at the ends; you could only feel them with the hand. I found these stays a good deal corroded, and two of them separated. The thickness of the other stays had been reduced from 3/4 to 1/2 of an inch. The upper part seemed to be in their original thickness of 3/4 of an inch. We examined all the accessible parts of the port boiler, and found some few defects of a minor character. The port boiler was capable of carrying about 15 lbs. pressure, and was in a better condition than the starboard boiler. The strength of a boiler depends on its construction and on the material with which it is constructed. The strength of a boiler ranges from 80 lbs. to 10 lbs. This explosion was caused by the plates not being able to stand the pressure, and its inability to do so was caused by corrosion. The state of the plates could have been discovered by hammering.

The Court was then adjourned till 10.30 a.m. to-morrow.

Quotations.  
Hongkong, January 10, 1878.

OPIMUM.—New Patna, cash...\$400  
" Old Patna, cash... None  
" New Benares, cash, 570  
" Old Benares, cash, None  
" New Malwa, cash... 680  
" Allowance Tael, —  
" Old Malwa, cash, 700  
" Allowance Tael, —

Exchange.  
Bank, on demand, ... 3/10  
" 30 days' sight, ... 3/11  
" 6 months' sight, ... 3/12  
Credite, ... 3/12  
Documentary, 6 months' sight, ... 3/12  
Bombay, demand Rupees, ... 225  
Calcutta, ... 714  
Shanghai, demand, ... 714  
" 30 days, ... 724  
Bar Silver, 17, dwt. 3, ... 10 1/2  
Sycee, ... 9

Shares.  
Hongkong Bank, 59 1/2 prem.  
Union Ins. Society of Canton, \$1,100  
China Traders Ins. Co., \$2,950  
Chinese Insurance Co., \$265  
Yantai Ins. Assn., Tls. 660  
North China Ins. Co., Tls. 860  
T. K. Fire Ins. Co., \$175  
China Fire Ins. Co., \$175  
H. K. & W. Dock Co., 6 1/2 dls.  
H. K. & W. S. Boat Co., 14 1/2 dls.  
Shanghai Steam Navigation, Tls. 38  
Hongkong Hotel Co., 67 1/2  
Chinese Imperial Loan, \$103,10/  
Do. 1877, \$101

Temperature.  
(Taken at Messrs. Johnston & Co.'s Premises, Queen's Road.)

Rohmkoze, January 10, 1878.

Bahomzeas 9 A.M. ... 80.400  
Do 1 P.M. ... 80.850  
Do 4 P.M. ... 80.938  
Tianchukzeas 9 A.M. ... 80  
Do 1 P.M. ... 83  
Do 4 P.M. ... 85  
Do (Wet bulb) 9 A.M. ... 68  
Do Do 1 P.M. ... 68  
Do Do 4 P.M. ... 68  
Do Maximum ... 65  
Do Minimum over night ... 47



## Mails.



**STEAM FOR**  
Singapore, Penang, Point de Galle,  
Aden, Suez, Malta, Brindisi,  
Ancona, Venice, Mediterranean  
Ports, Southampton,  
and London,  
Also,  
Bombay, Madras, Calcutta, and  
Australia.

THE PANAMA AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
GEORGE, Captain FRASER, will leave  
this on THURSDAY, the 17th January,  
at Noon.

For further Particulars, apply to  
A. LIND, Superintendent,  
Hongkong, January 7, 1878. ja17

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF  
PEKING will be despatched for San  
Francisco, via Yokohama, on SATUR-  
DAY, the 19th January, at Noon, taking  
Passengers, and Freight for Japan, the  
United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.  
A REDUCTION OF TWENTY PER  
CENT on regular rates is granted to  
OFFICERS OF THE ARMY AND NAVY,  
AND MEMBERS OF THE CIVIL AND  
CONSULAR SERVICES IN COMMISS-  
ION.

Freight will be received on board until  
4 p.m., 18th January. Parcel Packages  
will be received at the office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.  
For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 8, Praya Central.

RUSSELL & Co., Agents.  
Hongkong, December 31, 1877. ja19

Occidental & Oriental Steam-  
Ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL  
and  
UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES  
AND  
ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be de-  
spatched for San Francisco via Yokohama,  
on FRIDAY, the 1st February,  
at 2 p.m., taking Cargo and Passengers for  
Japan, the United States and Europe.

Connection is made at Yokohama, with  
Steamers from Shanghai.  
Freight will be received on Board until  
4 p.m. of the 31st January. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

A REDUCTION is made on RETURN PAS-  
SAGE TICKETS.  
For further information as to Freight  
on Passage, apply to the Agency of the  
Company, No. 8, Praya Central.  
G. B. EMORY, Agent.  
Hongkong, January 4, 1878. fe1

## Intimations.

**KWONG HING CHEUNG & Co.,**  
COAL MERCHANTS,  
Have always on hand for Sale every  
description of COAL at Moderate Prices.  
Mr. ARROW has been appointed Manager,  
and all Orders addressed to him at 57,  
Praya, or to Mr. FAY JACK, at 30, Hing  
Lung Street, will receive immediate atten-  
tion.  
Hongkong, March 19, 1877. mo19

**OFFICE OF THE SHANGHAI STEAM  
NAVIGATION COMPANY,  
IN LIQUIDATION.**

A SECOND RETURN OF CAPITAL at  
the Rate of FIVE TAELS per  
SHARE will be made to Shareholders of  
record on the 1st October, Payable at the  
Office of the Liquidators, on the 8th Inst.  
Warrants will be delivered by the Under-  
signed to Shareholders or their lawful  
representatives on presentation of Share  
Certificates for Endorsement.  
The Transfer BOOKS of the Company  
will be CLOSED from the 2nd to the 8th  
Instant, inclusive.  
By Order,  
RUSSELL & Co.,  
Liquidators.  
Shanghai, October 2, 1877.

## Intimations.

**IN THE GOODS OF  
GEORGE UNDERHILL SANDS,  
Deceased.**

NOTICE is hereby given that all Cre-  
ditors and other Persons, having any  
CLAIMS or DEMANDS upon or against  
the Estate of GEORGE UNDERHILL  
SANDS, late of Victoria, Hongkong, Pat-  
ent Ship Proprietor and Ship-builder, who  
died at Victoria aforesaid on the 30th  
day of October, 1877, and whose Will was  
duly proved, Probate whereof was granted  
to WILLIAM HOWELL FORBES, of Victoria  
aforesaid, Esquire, the Executor therein  
named by the Supreme Court of Hong-  
kong, in its Probate Jurisdiction on the  
8th day of November, 1877, are hereby re-  
quired to send, in writing, the particulars  
of their Claims or Demands to the said  
WILLIAM HOWELL FORBES at his address  
aforesaid, or to the Underigned WILLIAM  
HENRY BRERETON, the Solicitor of the said  
WILLIAM HOWELL FORBES, at the  
office of the said Wm. HENRY BRERETON,  
29, Queen's Road, Hongkong, on or before  
the 1st day of May, 1878.

And notice is hereby given that at the ex-  
piration of the last mentioned day, the said  
WILLIAM HOWELL FORBES will proceed to  
distribute the assets of the said GEORGE  
UNDERHILL SANDS amongst the parties  
entitled thereto, having regard to the  
Claims of which the said WILLIAM HOWELL  
FORBES shall then have had notice; and  
that the said WILLIAM HOWELL FORBES  
will not be liable for the assets, or any part  
thereof, so distributed, to any person of  
whose Claim the said WILLIAM HOWELL  
FORBES shall not have had notice at the  
time of the distribution.

Dated this 1st day of January, 1878.  
WM. H. BRERETON,  
Solicitor for the said  
WILLIAM HOWELL FORBES.

**IN THE GOODS OF  
JAMES SMITH FERRIES,  
Deceased.**

NOTICE is hereby given that all Cre-  
ditors and other Persons, having any  
CLAIMS or DEMANDS upon or against  
the Estate of JAMES SMITH FERRIES,  
late Master of the S. S. "ZALANDIA,"  
who died at Sea on Board the said Vessel,  
on the 8th day of February 1877, and  
whose Will was duly proved, and Letters  
of Administration, with the Will annexed,  
of whose personal Estate were duly granted  
to JOHN FAIRBAIRN, of No. 27 Queen's  
Road, in the Colony of Hongkong, by the  
Supreme Court of Hongkong, in its Pro-  
bate Jurisdiction, on the 22nd day of Sep-  
tember 1877, are hereby required to send,  
in writing, the particulars of their Claims  
or Demands to the said JOHN FAIRBAIRN  
at his address aforesaid, or to the Under-  
signed WILLIAM HENRY BRERETON, the  
Solicitor of the said JOHN FAIRBAIRN, at  
the Office of the said WILLIAM HENRY  
BRERETON, 29 Queen's Road, Hongkong,  
on or before the 15th day of January, 1878.

And notice is hereby given that at the  
expiration of the last-mentioned day, the  
said JOHN FAIRBAIRN will proceed to dis-  
tribute the Assets of the said JAMES  
SMITH FERRIES amongst the parties  
entitled thereto, having regard to the  
Claims of which the said JOHN FAIRBAIRN  
has then had notice; and that the said  
JOHN FAIRBAIRN will not be liable for the  
Assets or any part thereof, so distributed,  
to any person of whose Claim the said  
JOHN FAIRBAIRN has not had notice at the  
time of the distribution.

Dated this 3rd day of October, 1877.  
WM. H. BRERETON,  
Solicitor for the said JOHN FAIRBAIRN.

## Insurances.

**THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.**

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of  
China and Japan, and at Singapore,  
Siam, and Penang.  
Risks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.  
JAS. B. COUGHTRY,  
Secretary.  
Hongkong, November 1, 1871.

**LANCASHIRE INSURANCE  
COMPANY.**

(FIRE AND LIFE).

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Coals in Matheas, on Goods on board  
Vessels and on Hulls of Vessels in Har-  
bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.  
If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.  
For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNHOLD, KARBURG & Co.  
Agents Hongkong & Canton;  
Hongkong, January 4, 1867.

**QUEEN FIRE INSURANCE  
COMPANY.**

THE Underigned are prepared to grant  
Policies against Fire to the extent of  
£45,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.

NORTON & Co.,  
Agents.  
Hongkong, January 1, 1874.

## Insurances.

**YANGTZE INSURANCE ASSO-  
CIATION.**

CAPITAL—Fully Paid-up.....Tls. 420,000  
PERMANENT RESERVE....." 230,000  
SPECIAL RESERVE FUND....." 75,000  
Total Capital and accumula-  
tions this date.....Tls. 725,000

Directors:  
F. B. FORBES, Esq., Chairman.  
M. W. BOYD, Esq., O. KREBS, Esq.,  
M. P. EVANS, Esq., O. LUCAS, Esq.

Secretaries:  
Messrs. RUSSELL & Co., Shanghai.  
London Bankers:  
Messrs. BARNING BROTHERS & Co.

Agencies in:  
HONGKONG, LONDON, SAN FRANCISCO, and  
the Principal Ports in the East.

POLICIES granted on Marine Risks to  
all parts of the World, at current  
rates.  
Subject to a charge of 12% for interest  
on Shareholders' Capital, ALL THE PROFITS  
OF THE UNDERWRITING BUSINESS will be  
annually distributed among all Contributors  
of Business in proportion to the  
premium paid by them.

RUSSELL & Co.,  
Agents.  
Hongkong, October 1, 1877. ocl

**CHINESE INSURANCE COMPANY.**

(LIMITED.)

NOTICE

POLICIES granted at current rates on  
Marine Risks to all parts of the World.  
In accordance with the Company's Articles  
of Association, Two Thirds of the Profits  
are distributed annually to Contributors,  
whether Shareholders or not, in proportion  
to the net amount of Premium contributed  
by each, the remaining third being carried  
to Reserve Fund.

OLYPHANT & Co.,  
General Agents.  
Hongkong, April 17, 1873.

**ROYAL INSURANCE COMPANY.**

THE Underigned, Agents for the above  
Company, are prepared to grant In-  
surances at current rates.

MELOCHERS & Co.,  
Agents, Royal Insurance Company.  
Hongkong, October 27, 1874.

**NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.**

Incorporated by Royal Charter and  
Special Acts of Parliament.

ESTABLISHED 1809.  
CAPITAL £2,000,000.

THE Underigned, Agents at Hongkong  
for the above Company, are prepared to  
grant Policies against FIRE, to the  
extent of £10,000 on any Building, or  
on Merchandise in the same, at the  
usual Rates, subject to a discount of 20  
per cent.

GILMAN & Co.,  
Agents.  
Hongkong, July 6, 1875.

**SHEONG ON FIRE INSURANCE  
COMPANY, LIMITED.**

CAPITAL ONE MILLION DOLLARS.

Directors:  
KWOK ACHONG, Merchant.  
FANG YIM, Merchant.  
HO SAM, of Hop Yik Chan, Merchant.  
LOO YEE, of the Yee On Hong, Merchant.  
LEE SING, of Lai Hing Firm, Merchant.  
CHEUNG SING YONG, Merchant.  
CHOW CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on  
BUILDINGS and on Goods stored  
therein at CURRENT RATES, subject to  
DISCOUNT of 20% on the Premium.

OFFICE, 48, Bonham Strand.  
Hongkong, August 23, 1877. au23

**THE LONDON ASSURANCE.**

INCORPORATED BY ROYAL CHARTER

of  
His Majesty King George The First,  
A. D. 1720.

THE Underigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows—  
Marine Department.  
Policies at current rates payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at  
current rates. A discount of 20% allowed.  
Life Department.  
Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.,  
Hongkong, July 25, 1872.

**MANCHESTER FIRE ASSURANCE  
COMPANY OF MANCHESTER  
AND LONDON.**

THE Underigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai  
and Hankow, and are prepared to grant  
Insurances at current rates.

HOLLIDAY, WISE & Co.  
Hongkong, October 14, 1865.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at  
Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the  
Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Flag.	Tonn.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Amoy	1	Brit.	str.	876	Jan. 8	Slomason & Co.	Shanghai
Bombay	2	Brit.	str.	1079	Jan. 2	P. & O. S. N. Co.	Yokohama
Camroos	2	Brit.	str.	95	Oct.	2 Kwok Acheong	Repairs
Cardbrooke	2	Brit.	str.	986	Dec.	19 Man Hing Chan	Yama & S. F. Sisco
City of Peking	3	Amer.	str.	6079	Jan.	5 P. M. S. S. Co.	19th, noon
Conquest	3	Brit.	str.	317	Jan.	9 Kwong Lee Yuen	Coast Ports
Douglas	3	Brit.	str.	884	Jan.	9 Douglas Laprak & Co.	13th, daylight </td
Fame	3	Brit.	str.	117	Jan.	H. K. & W'poa Dock Co.	Tug Flying
Flintshire	3	Brit.	str.	1243	Dec.	23 H. Kier & Co.	K'loon Dock
Hindustan	3	Brit.	str.	991	Jan.	3 David Sassoon, Sons & Co.	15th, 3 p.m.
Keinchow	2	Brit.	str.	str.	str.	Kwok Acheong	Manila
Maotan	3	Span.	str.	371	Jan.	15 Y. Y. Shaw	12th inst.
Mariveles	3	Span.	str.	359	Oct.	18 Ramador & Co.	K'loon Dock
Nelson	3	Brit.	str.	884	Oct.	24 Jardine, Matheson & Co.	S'pore and Penang
Panay	3	Span.	str.	500	Oct.	30 Remedios & Co.	Sande' Slip
Perusia	3	Span.	str.	2060	Nov.	24 Olyphant & Co.	Honolulu & Callao
Radnorshire	3	Brit.	str.	43	Sept.	19 Insurance Company	To-day
Sea Gull	3	Brit.	str.	714	Dec.	21 Jardine, Matheson & Co.	Shanghai
Sin Nanzing	3	Brit.	str.	1907	Jan.	9 Messageries Maritimes	Shanghai
Tanaka	3	Brit.	str.	1156	Jan.	9 Messageries Maritimes	Yokohama
Tintara Abbey	3	Brit.	str.	786	Dec.	27 Melchers & Co.	S'pore, Calcutta, &c.
Venice	3	Brit.	str.	1271	Jan.	2 Jardine, Matheson & Co.	15th, 3 p.m.
Yesso	3	Brit.	str.	569	Nov.	22 Douglas Laprak & Co.	K'loon Dock
Ada Waiwell	2	Amer.	str.	558	Nov.	28 Captain	
Adelina & Marianne	2	Ger.	bge.	300	Jan.	7 Wm. Pustau & Co.	Ocean Dock
Alden Besse	2	Amer.	bge.	842	Dec.	27 Rosario & Co.	
Alexandra	2	Brit.	bge.	407	Nov.	26 Douglas Laprak & Co.	
Alphington	2	Brit.	bge.	323	Sept.	6 Borno & Co., Limited	For Sale
Amie Florence	2	Brit.	bge.	687	Dec.	14 Carlowitz & Co.	Sande' Slip
Angeles	2	Brit.	bge.	447	Jan.	7 Edward Schellhaas & Co.	
Anna	2	Brit.	bge.	752	Jan.	8 Chinese	
Annie Moray	2	Brit.	bge.	1063	Dec.	4 Russell & Co.	
Annie M. Small	2	Amer.	bge.	455	Dec.	10 Vogel, Hagedorn & Co.	
Annie S. Hall	2	Amer.	bge.	265	Dec.	4 Edward Schellhaas & Co.	
Assent	2	Amer.	bge.	893	Nov.	26 Vogel, Hagedorn & Co.	
B. F. Watson	2	Ger.	bge.	840	Nov.	25 Melchers & Co.	
Bianca Patricia	2	Ital.	bge.	686	Nov.	18 Thos. Howard & Co.	
Birken	2	Brit.	bge.	1008	Dec.	11 Order	
Brisbane	2	Brit.	bge.	894	Dec.	17 Russell & Co.	
Broomhall	2	Brit.	bge.	1379	Oct.	28 Mayer & Co.	
Bua Pan	2	Brit.	bge.	670	Dec.	18 Kin-ye-long	
Carl Ritter	2	Ger.	bge.	696	Jan.	5 Siemens & Co.	
Carmelita & Ida	2	Ger.	bge.	438	Dec.	6 Edward Schellhaas & Co.	
Ceres	2	Brit.	bge.	420	Jan.	5 Wm. Pustau & Co.	
Charles Monreau	2	Brit.	bge.	852	Nov.	14 Landstein & Co.	
Charlotte Andrews	2	Brit.	bge.	855	Nov.	30 Rosario & Co.	
Charlotte Oak	2	Amer.	bge.	838	Oct.	24 Vogel, Hagedorn & Co.	
Clarnum	2	Brit.	bge.	1384	Sept.	24 Meyer & Co.	
City of Halifax	2	Brit.	bge.	888	Nov.	27 Arnold, Karberg & Co.	
Clara	2	Amer.	bge.	150	Nov.	25 Insurance Co.	
Corean	2	Amer.	bge.	464	Oct.	30 Wieler & Co.	
Cresswell	2	Brit.	bge.	813	Jan.	7 Edward Schellhaas & Co.	
Dauphin	2	Brit.	bge.	836	Jan.	6 Edward Schellhaas & Co.	
E. von Beaulieu	2	Ger.	bge.	369	Dec.	3 Arnold, Karberg & Co.	
Echo	2	Brit.	bge.	868	Jan.	6 Wm. Pustau & Co.	
Eden	2	Brit.	bge.	838	Jan.	3 Arnold, Karberg & Co.	
Ferdinand	2	Ger.	bge.	798	Dec.	28 Arnold, Karberg & Co.	
Flodden	2	Brit.	bge.	837	Nov.	30 Wieler & Co.	
Fornosa	2	Ger.	bge.	282	Nov.	19 Melchers & Co.	
Fortune	2	Brit.	bge.	449	Dec.	20 Tak Mae	
Georgina	2	Brit.	bge.	315	Jan.	8 Wm. Pustau & Co.	
Glamorganshire	2	Brit.	bge.	456	Dec.	21 Kier & Co.	
Glamorganshire	2	Brit.	bge.	472	Dec.	22 Chinese	
Gloufruin	2	Brit.	bge.	500	Nov.	14 Tak Mae	
Glory	2	Brit.	bge.	550	Nov.	29 Meyer & Co.	
Golden Spur	2	Brit.	bge.	660	Dec.	19 Russell & Co.	
Great Admiral	2	Amer.	bge.	872	Aug.	17 Wieler & Co.	
Helene	2	Ger.	bge.	453	Dec.	6 Wm. Pustau & Co.	
Hermann	2	Ger.	bge.	330	Dec.	17 Edward Schellhaas & Co.	
Humboldt	2	Brit.	bge.	873	Nov.	24 Chinese	
Ionian	2	Russ.	bge.	1365	Dec.	20 Landstein & Co.	
Jale	2	Brit.	bge.	604	Dec.	31 Douglas Laprak & Co.	
Jasde Jackson	2	Amer.	bge.	542	Dec.	18 Butterfield & Swire	
Julia & Brown	2	Ger.	bge.	268	Dec.	15 Siemens & Co.	
Jurgen	2	Brit.	bge.	580	Dec.	3 Rosario & Co.	
Kate Waters	2	Brit.	bge.	456	Sept.	26 Rosario & Co.	
Marie	2	Brit.	bge.	380	Jan.	6 Carlowitz & Co.	
Marie Charlotte	2	Brit.	bge.	425	Nov.	28 Carlowitz & Co.	